

AS THE TITANIC WENT TO IT'S GRAVE

Graphic Description Given By a Reporter.

1,726 Lives Lost in This Most Appalling of All Sea Tragedies—Boat Strikes Berg and Then Boilers Explode—Brave Men and Women Meet Death With Undaunted Courage.

BY CARTER P. HURD.

Staff Reporter, N. Y. World, who arrived on the Carpathia.

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New York, April 19.—Seventeen hundred lives—the figures will hardly vary in either direction by more than a few dozen—were lost in the sinking of the Titanic which struck an iceberg at 11:45 p. m. Sunday and was at the ocean's bottom 2 hours and 35 minutes after.

The printed rolls of first and second cabins, compared with the list of the survivors on the Carpathia, show that of 341 first-cabin passengers, 212 were saved, 154 of them women and children; and that of 262 second-cabin passengers, 115 were saved, 102 of them women and children. Of the third-class passengers, 800 in number, 136 survive, of whom 83 are women and children.

Of 955 officers and crew, 199, including 22 women, reached the Carpathia. A few in each class doubtless escaped enumeration on the Carpathia.

1,688 Are Unaccounted For. Accepting the estimate of the Carpathia's officers that 700 survivors reached the ship, comparison with the total, 2,388, shows that 1,688 are unaccounted for.

There is but the faintest hope that any of these reached any other ship. Reports that the California, a cattle ship, may have rescued a few persons, have given merciful respite from utter despair to some of the women.

Cause, responsibility and similar questions regarding the stupendous disaster will be taken up in time by the British marine authorities. No disposition has been shown by any survivor to question the courage of the crew, hundreds of whom saved others and gave their own lives with a heroism which equaled, but could not exceed that of John Jacob Astor, Henry B. Harris, Jacques Futrelle and others in the long list of the first cabin missing.

Officers Knew Icebergs Were Near. Facts which I have established by inquiries on the Carpathia, as positively as they could be established in view of the silence of the few surviving officers, are:

That the Titanic's officers knew, several hours before the crash, of the possible nearness of icebergs.

That the Titanic's speed, nearly 23 knots an hour, was not slackened.

That the number of lifeboats on the Titanic was insufficient to accommodate much more than one-third of the passengers, to say nothing of the crew. Most members of the crew say there were 16 lifeboats and two collapsibles; none say there were more than 20 boats in all. The 700 who escaped filled most of the 16 lifeboats and the one collapsible which got away to the limit of their capacity.

"Women First" Rule Enforced.

That the "women first" rule, in some cases, was applied to the extent of turning back men who were with their families, even though not enough women to fill the boats were at hand on that particular part of the deck. Some few boats were thus lowered without being completely filled, but most of these were soon filled up out of the water, who helped man them.

That the bulkhead system, though probably working in the manner intended, availed only to delay the ship's sinking, the position and length of the ship's wound (on the starboard quarter) admitted icy water which caused the boilers to explode, and these explosions practically broke the ship in two.

Bulkheads Rendered Ineffective.

Had the ship struck the iceberg head-on, at whatever speed, and with whatever resultant shock, the bulkhead system of water-tight compartments would probably have saved the vessel. As one man expressed it, it was the "impossible" that happened when, with a shock unbelievably mild, the ship's side was torn for a length, which made the bulkhead system ineffective.

The Titanic was 1,799 miles from Queenstown and 1,191 miles from New York, speeding for a maiden voyage record. The night was starlight, the sea glassy. Lights were out in most of the staterooms, and only two or three congenial groups remained in the public rooms.

In the crowd's nest, or lookout, and on the bridge, officers and members of the crew were at their places, awaiting relief at midnight from their two hours' watch.

Danger Warning Sounded. At 11:45 came the sudden sound of

two gongs, a warning of immediate danger.

The crash against the iceberg which had been sighted at only a quarter of a mile, came almost simultaneously with the click of the levers operated by those on the bridge, which stopped the engines and closed the water-tight doors.

Captain Smith was on the bridge a moment later giving orders for the summoning of all on board, and for the putting on of life-preservers and the lowering of lifeboats.

Many Men in First Boats.

The first boats lowered contained more men than the latter ones, as the men were on deck first and not enough women to fill them.

When, a moment later, the rush of frightened women and crying children to the deck began, enforcement of the "women first" rule became rigid. Officers loading some of the boats drew revolvers, but in most cases the men, both passengers and crew, behaved in a way that called for no such restraint.

Report Captain Shot Self.

Revolver shots, heard by many persons shortly before the end of the Titanic, caused many rumors. One was that Captain Smith shot himself, another was that First Officer Murdoch ended his life. Smith, Murdoch and Sixth Officer Moody are known to have been lost. The surviving officers, Lightoller, Pitman, Botham and Lowe have made no statement.

Members of the crew discredit all reports of suicide, and say Captain Smith remained on the bridge until just before the ship sank, leaping only after those on the decks had been washed away. It is also related that, when a cook later sought to pull him aboard a lifeboat he exclaimed: "Let me go!" and, jerking away, went down.

Life-Preservers Effective.

What became of the men with life-preservers is a question asked since the disaster by many persons. The

Remarkable Heroism Displayed by All.

Enforcement of the Rule "Women First" Unders Family Ties Forever—Famous Americans Show Elements of Strong Manhood—Passengers in Lifeboats Watch Great Steamer Sink.

boats would have a chilly half hour below, and might later be laughed at. It was such a feeling as this, from all accounts, which caused John Jacob Astor and his wife to refuse the places offered them in the first boat and to retire to the gymnasium. In the same way H. J. Allison, Montreal banker, laughed at the warning, and his wife, reassured by him, took her time about dressing. They and their daughter did not reach the Carpathia. Their son, less than two years old, was carried into a lifeboat by his nurse and was taken in charge by Maj. Arthur Peuchen.

The admiration felt by passengers and crew for the matchlessly appointed vessel was translated, in those first few moments, into a confidence which, for some, proved deadly.

Lifeboats Are Lacking.

In the loading of the first boat, restrictions of sex were not made, and it seemed to the men who piled in beside the women that there would be boats enough for all. But the ship's officers knew better than this, and as the spreading fear caused an earnest advance toward the suspended craft the order, "Women first!" was heard, and the men were pushed aside.

To the scenes of the next two hours

Hays, president of the Grand Trunk; of Benjamin Guggenheim, and of William T. Stead, no one seems to know whether they tarried too long in their staterooms or whether they forebore to approach the fast filling boats. None of them was in the throng which, weary hours afterward, reached the Carpathia.

Pistols Check Steerage Men.

Simultaneously on the upper decks of the ship the ropes creaked with the lowering of boats, and as they reached the water those in the boats saw what those on the decks could not see—that the Titanic was listing rapidly to starboard, and that her stern was rising at a portentous angle. A rush of steerage men toward the boats was checked by officers with revolvers in hand.

Some of the boats, crowded too full to give rowers a chance, drifted for a time. None had provisions or water, there was a lack of covering from the icy air, and the only lights were the still undimmed arcs and incandescents of the settling ship, save for one of the first boats. There a steward, who explained to the passengers that he had been shipwrecked twice before, appeared carrying three oranges and a green light.

Green Lantern as Savior.

That green light, many of the survivors say, was to the shipwrecked hundreds as the pillar of fire by night. Long after the ship had disappeared, and while confusing false lights danced about the boats, the green lantern kept them together on the course which led them to the Carpathia.

As the end of the Titanic became manifestly but a matter of moments, the oarsmen pulled their boats away, and the chilling waters began to echo splash after splash as passengers and sailors in life preservers leaped over and started swimming away to escape the expected suction.

Icy Water Brings Death.

Only the hardest of constitutions could endure for more than a few moments such a numbing bath. The first vigorous strokes gave way to heartbreaking cries of "Help! Help!" and stiffened forms were seen, the faces relaxed in death.

Revolver shots were heard in the ship's last moments. The first report spread among the boats was that Captain Smith had ended his life with a bullet. Then it was said that a mate had shot a steward who tried to push his way upon a boat against orders. None of these tales have been verified, and many of the crew say the captain, without a preserver, leaped in at the last and went down, refusing a cook's offered aid.

Last Lifeboat Is Capsized.

The last of the boats, a collapsible, was launched too late to get away, and was overturned by the ship's sinking. Some of those in it—all, say some witnesses—found safety on a raft, or were picked up by lifeboats.

In the Marconi tower, almost to the last, the loud click of the sending instrument was heard over the waters. Who was receiving the message, those in the boats did not know, and they would least of all have supposed that a Mediterranean ship in the distant South Atlantic track would be their rescuer.

Music Was a Sacrament.

As the screams in the water multiplied another sound was heard, strong at first, then fainter in the distance. It was the melody of the hymn, "Nearer, My God, to Thee," played by the string orchestra in the dining saloon. Some of those on the water started to sing the words, but grew silent as they realized that for the men who played, the music was a sacrament soon to be consummated by death. The serene strains of the hymn and the frantic cries of the dying blended in a symphony of sorrow.

Titanic Goes to Bottom.

Led by the green light, under the light of the stars, the boats drew away, and the bow, then the quarter, then the stacks, and at last the stern of the marvel-ship of a few days before passed beneath the waters. The great force of the ship's sinking was unaided by any violence of the elements, and the suction, not so great as had been feared, rocked but mildly the group of boats now a quarter of a mile distant from it.

Sixteen boats were in the forlorn procession which entered on the terrible hours of rowing, drifting and suspense. Women wept for lost husbands and sons. Sailors sobbed for the ship which had been their pride. Men choked back tears and sought to comfort the widowed. Perhaps, they said, other boats might have put off in another direction toward the last. They strove, though none too sure themselves, to convince the women of the certainty that a rescue ship would appear.

Carpathia Brings Joy.

Early dawn brought no ship, but not long after 5 a. m. the Carpathia, far out of her path and making 18 knots an hour instead of her wonted 15, showed her single red and black smokestack upon the horizon. In the joy of that moment, the heaviest griefs were forgotten.

Soon afterward, Captain Rostron and Chief Steward Hughes were welcoming the chilled and bedraggled arrivals over the Carpathia's side.

The list of survivors given out after the Carpathia reached port did not contain the name of Arthur Ryerson, formerly of Chicago, although the other members of his family were saved. Miss Elizabeth Isham of Chicago is not in the list of rescued. E. G. Lewy, Chicago jeweler, was not on the Carpathia.

A survivor says the crew acted with great courage—but not with more heroism than was shown by John Jacob Astor, Jacques Futrelle and others of the noted passengers who perished.

POINTER HERE FOR FARMER

One Good Thing, at Least, That He May Place to the Credit of the Auto.

The farmer may not venerate the automobile, but he must admit that, although the automobile teaches others extravagance, it has taught him a very valuable lesson in economy.

Everybody knows how plant lice, or aphids, overrun and destroy plants and how the sole protection against plant lice has heretofore been patent powders more or less costly.

But of late years farmers have noticed that, while all the plants in field or garden were covered with aphids, all the roadside growths, white with dust from flying automobiles, had not a single aphid on them.

Hence an experiment. Turnips, peas and cabbages were coated with ordinary dust instead of costly powder. Result, disappearance of all insect parasites.

The automobile, in a word, has taught the farmer that dust, which costs nothing, will protect his plants from plant lice and other pests just as completely as the most expensive powder can.

ALMOST CRAZY WITH ECZEMA

"I, the undersigned, cannot give enough praise to the Cuticura Remedies. I had been doctoring for at least a year for eczema on my foot. I had tried doctor after doctor all to no avail. When a young girl I sprained my ankle three different times, paying little or no attention to it, when five years ago a small spot showed upon my left ankle. I was worried and sent for a doctor. He said it was eczema. He drew a small bone from the ankle about the size of a match and about an inch long. The small hole grew to about the size of an apple, and the eczema spread to the knee. The doctors never could heal the hole in the ankle. The whole foot ran water all the time.

"My husband and my sons were up night and day wheeling me from one room to another in the hope of giving me some relief. I would sit for hours at a time in front of the fireplace hoping for daybreak. The pain was so intense I was almost crazy, in fact, I would lose my reason for hours at a time. One day a friend of mine dropped in to see me. No more had she glanced at my foot than she exclaimed: 'Mrs. Finnegan, why in the world don't you try the Cuticura Remedies!' Being disgusted with the doctors and their medicines, and not being able to sleep at all, I decided to give the Cuticura Soap and Cuticura Ointment a trial. After using them three days that night I slept as sound as a silver dollar for eight long hours. I awoke in the morning with but very little pain, in fact, I thought I was in heaven. After using the Cuticura Remedies for three months I was perfectly restored to health, thanks to the Cuticura Soap and Ointment. I will be sixty-four years of age my next birthday, hale and hearty at present." (Signed) Mrs. Julia Finnegan, 2234 Hebert St., St. Louis, Mo., Mar. 7, 1911. Although Cuticura Soap and Ointment are sold by druggists and dealers everywhere, a sample of each, with 32-page book, will be mailed free on application to "Cuticura," Dept. L, Boston.

Story of a Bible.

A case that had to do with the theft of a Bible was before the grand jury some time ago and after it had been disposed of, George W. Selbert, foreman of the jury, related a story in which a Bible figured prominently. Mr. Selbert said that his mother had given him an old-fashioned family Bible when he married. About two years after his marriage Mr. Selbert needed money, he said, and had almost decided to dispose of the Bible. When such thoughts were occupying his mind, Mr. Selbert picked up the Bible one day and began turning over the leaves of the book. He had passed over several pages when his eyes fell on two \$50 bills. His mother had placed them in the Bible when she had presented the book to him. Mr. Selbert still has the Bible.—Indianapolis News.

Relieves and Rests Teething Babies.

Mrs. Burton Gary, Toledo, Ohio, writes that she has given Kopp's Baby's Friend to her babies when teething; finds it gives them rest without making them sleep. Invaluable to mothers. Three sizes, 10c., 25c. and 50c., at druggists or sent direct by Kopp's Baby's Friend Co., York, Pa. Sample by mail on request.

All Interested.

"Is your bookkeeper's heart in his office work?" "Everybody's heart is in the office work since the blonde stenographer came."

If You Are a Trifle Sensitive

About the size of your shoes, you can wear a size smaller by shaking Allen's Foot-Ease, the antiseptic powder, into them. Just the thing for Dancing Parties and for Breaking in New Shoes. Gives instant relief to Corns and Bunions. Sample FREE. Address Allen S. Olmsted, LeRoy, N. Y.

In a Restaurant.

"What will you have, sir?" "Some kind or riotous living for two."

Good health cannot be maintained where there is a constipated habit. Garfield Tea overcomes constipation.

The man with money speaks the truth.

Hoxley's Croup Remedy for Croup, Coughs and Whooping Cough. Success for thirty years—Beverly's Panacea. Druggists, 50 cents.

Money sometimes talks when you want to keep it quiet.

Sound Sleep

Is usually impossible to the bilious. But biliousness yields—and headaches, sour stomach, indigestion go—when the bowels are regulated and the liver and kidneys stimulated by

BEECHAM'S PILLS

Sold everywhere In boxes 10c., 25

44 Bu. to the Acre

is a heavy yield, but that's what John Kennedy of Edmonton, Alberta, Western Canada, got from 40 acres of Spring Wheat in 1910. Reports from other districts in that province showed other excellent results. One such district yielded 100 bushels of wheat from 120 acres, or 83 and 40 bushels per acre. Another district yielded 120 bushels of oats to the acre were threshed from Alberta fields in 1910.

The Silver Cup

At the recent Spokane Fair was awarded to the Alberta Government for its exhibit of grain, grasses and vegetables. Reports of excellent yields from other districts in that province showed other excellent results. One such district yielded 100 bushels of wheat from 120 acres, or 83 and 40 bushels per acre. Another district yielded 120 bushels of oats to the acre were threshed from Alberta fields in 1910.

Free homesteads of 160 acres, and adjoining pre-emption of 160 acres (at \$5 per acre) are to be had in the choicest districts. Schools, colleges, hospitals, churches, etc., can be had, building lumber, cheap fuel, water, gas, and electricity, in abundance. Write at once to the nearest agent for a descriptive illustrated booklet. "Land West" sent free on application and other information, to Sup't of Immigration, Ottawa, Can. or to the Canadian Government Agent.

H. M. WILLIAMS, 413 Gardner Bldg., Toledo, Ohio. Please write to the agent nearest you.

OVER 100 YEARS OLD Pettit's Eye Salve

The more birthdays a woman has the less she has to say about them.

For torpid, inactive or disordered liver, take Garfield Tea. All druggists.

Beauty specialists encounter many hard lines.

Mrs. Winslow's Soothing Syrup for Children teething, softens the gums, reduces inflammation, allays pain, cures wind colic, etc. a bottle.

Literal.

"This dentist calls his office a dental parlor." "Well, isn't it a drawing room?"

A Correction.

"We are drifting toward a paternal form of government," said the economist.

"Pardon me if I correct you," responded the suffragette, gently; "to be accurate, you should say a maternal form of government."

THEN HE WENT.



Myrtle—Have you ever tried to figure out what Shakespeare meant by the words, "Stand not upon the order of your going?" George—No. Have you? Myrtle—Yes. The definition is "Don't wait for a house to fall on you."

Every Crisp, Little Flake

Post Toasties

has a flavour all its own.

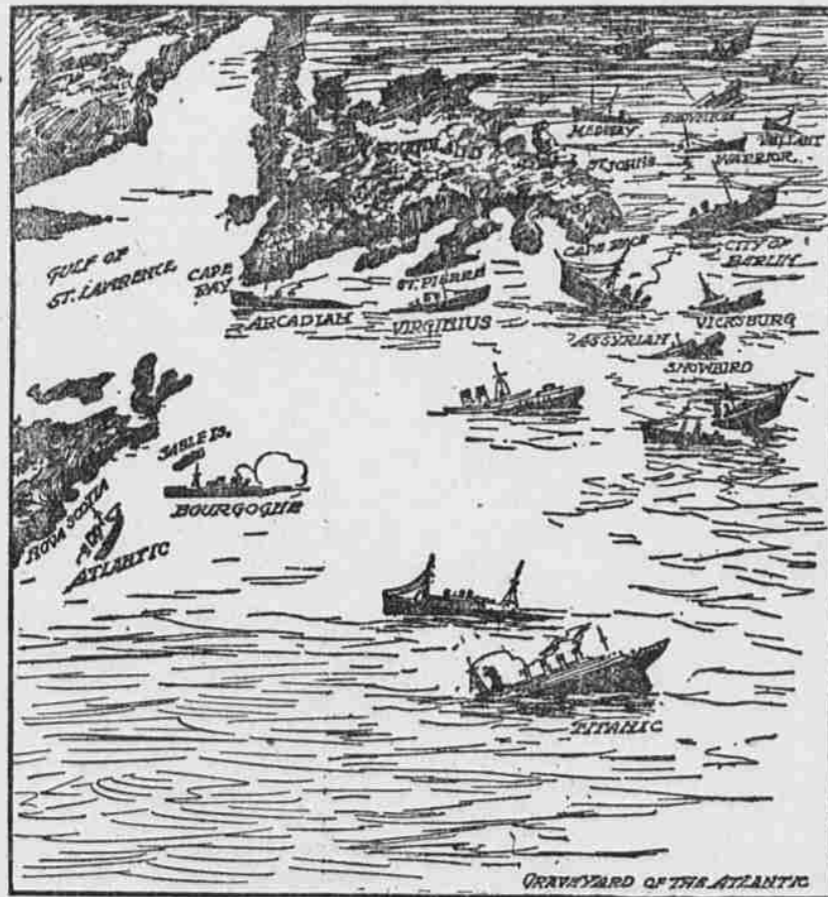
"Toasties" are made of selected white Indian corn; first cooked, then rolled into wafer-like bits and toasted to an appetizing golden brown.

A favorite food for breakfast, lunch or supper in thousands upon thousands of homes where people are particular.

"The Memory Lingers"

Sold by Grocers

Postum Cereal Company, Limited Battle Creek, Mich.



MOST DREADED PART OF ATLANTIC OCEAN.

preservers did their work of supporting their wearers in the water until the ship went down. Many of those drawn into the vortex, despite the preservers, did not come up again. Dead bodies floated on the surface as the last boats moved away.

Band Plays as Ship Sinks.

To relate that the ship's string band gathered in the saloon, near the end, and played "Nearer, My God, to Thee," sounds like an attempt to give an added solemn color to a scene which was in itself the climax of solemnity. But various passengers and survivors of the crew agree in the declaration that they heard the music. To some of the hearers, with husbands among the dying men in the water and at the ship's rail, the strain brought in thought the words:

"So, by my woes I'll be Nearer, my God, to thee, Nearer to thee."

"Women and children first," was the order in the filling of the Titanic's lifeboats. How well that order was fulfilled the list of missing first and second cabin passengers bears eloquent witness. "Mr." is before almost every name.

Cheer Death With Husbands. Mrs. Isidor Straus, who chose death rather than to leave her husband's side; Mrs. Allison, who remained below with her husband and daughter, and others who, in various ways were kept from entering the line of those to be saved, are striking examples of those who faced the disaster calmly.

To most of the passengers the midnight crash did not seem of terrific force. Bridge players in the smoking room kept on with their game.

Once on deck, many hesitated to enter the swaying lifeboats. The glassy sea, the starlit sky, the absence, in the first few minutes, of intense excitement, gave them the feeling that there was only some slight mishap—that those who got into the

on those decks and in the waters below, such adjectives as "dramatic" and "tragic" do but poor justice. With the knowledge of deadly peril gaining greater power each moment over those men and women, the nobility of the greater part, both among cabin passengers, officers, crew and steerage, asserted itself.

Straus Held Back by Guard.

Isidor Straus, supporting his wife on her way to a lifeboat, was held back by an inexorable guard. Another officer strove to help her to a seat of safety, but she brushed away his arm and clung to her husband, crying, "I will not go without you."

Another woman took her place, and her form, clinging to her husband's, became part of a picture now drawn indelibly in many minds. Neither wife nor husband, so far as anyone knows, reached a place of safety.

Astor and Wife Part.

Colonel Astor, holding his wife's arm, stood decorously aside as the officers spoke to him, and Mrs. Astor and her maid were ushered to seats. Mrs. Henry B. Harris parted in like manner from her husband, saw him last at the rail, beside Colonel Astor. Walter M. Clark of Los Angeles, nephew of the Montana senator, joined the line of men as his young wife, sobbing, was placed in one of the craft.

"Let him come! There is room!" cried Mrs. Emil Tausig as the men of the White Star line motioned to her husband to leave her. It was with difficulty that he released her hold to permit her to be led to her place.

George D. Widener, who had been in Captain Smith's company a few moments after the crash, was another whose wife was parted from him and lowered, a moment later, to the surface of the calm sea.

Butt, Hays and Stead Lost.

Of Major Archie Butt, a favorite with his fellow tourists; of Charles M.